

FREE BUILDING SITES

FOR MANUFACTURING, BUSINESS AND RESIDENCE PURPOSES AT ALBERTA, VA.

At the Junction of Virginian and Seaboard Air Line Railways.

For ten days, beginning September 5th, the owners of large properties at Alberta, Va., will be on the ground prepared to give away, absolutely without cost, eligible lots for manufacturing or other business sites; for all public purposes and for residences, to people who desire and are prepared to utilize them within a reasonable space of time. Correspondence and personal interviews solicited.

Alberta has already been surveyed and laid off for wide macadamized streets and granolithic sidewalks. There is an abundant water supply, healthful climate, good roads, good schools and churches. It is in the midst of Virginia's finest hardwood timber section and is surrounded by a back country famous for Tobacco, Grain, Grazing Lands and Peanuts.

To manufacturers Alberta offers a site close to raw material, cheap cost of living, abundant water supply, excellent freight facilities and rates, ample side trackage for woodworking and other plants.

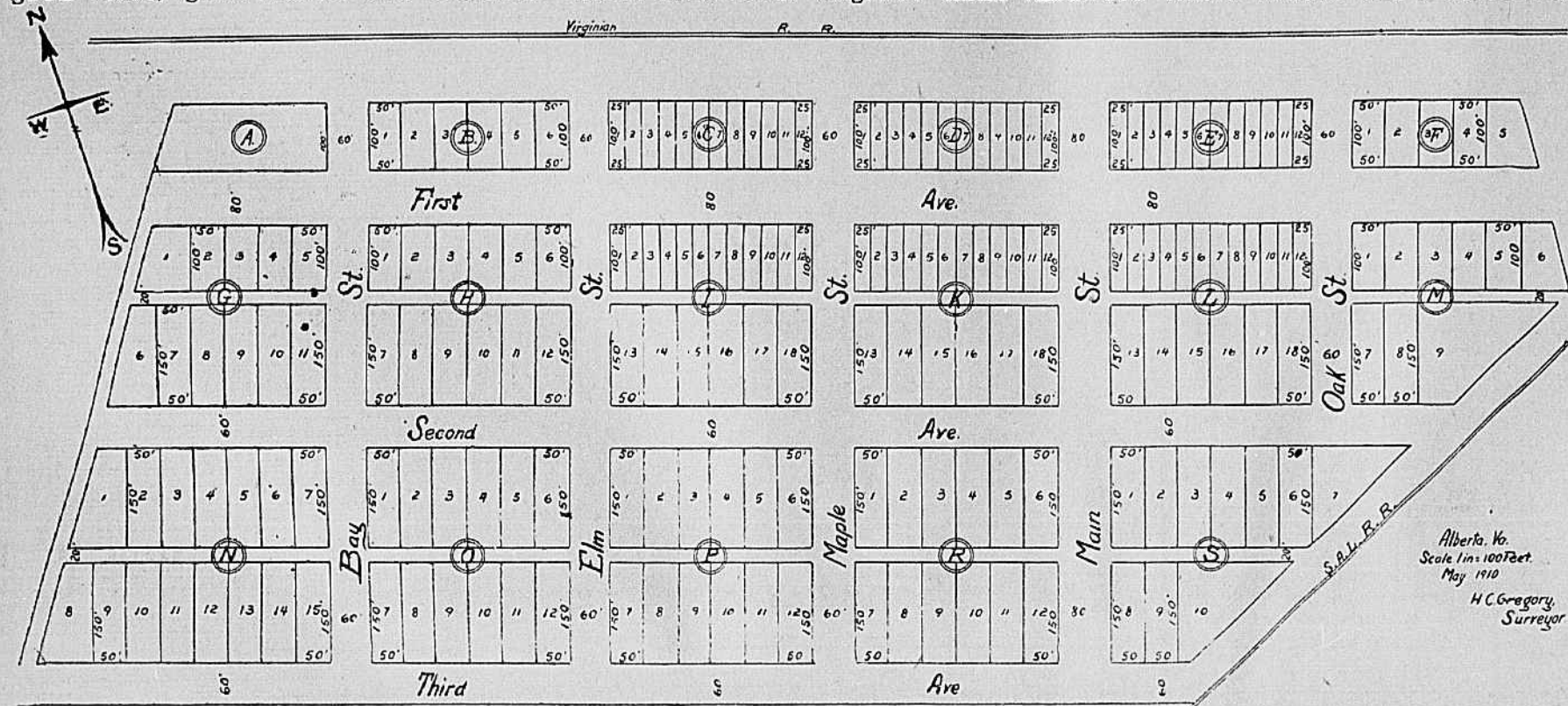
Investigate This Offer at Once.

25 Carpenters Wanted

For Immediate Service

Address all communications to

CHAS. S. BARROW,
Alberta, Va.



A MODERN OPPORTUNITY FOR MEN OF PROGRESS

MORE FACTS ABOUT A GROWING WORK

Demonstration Work Only in Its Infancy, but Accomplishing Great Things.

ALL FORCES ARE NOW UNITED

Facts Gathered From Governor Mann and Others—Making Old Virginia Hum.

BY FRANK S. WOODSON.

The farmers of Virginia are now having their innings not only as to the price of their products, but in the interest shown by the Governor of the State in the advancement of agriculture. Wherever he goes and whenever he speaks in the interest of good roads and good schools, he makes the successful cultivation of the soil the basis of the State's progress. He right-fully argues that if the products of the farm can be doubled in quantity and value, and this seems to be the result he is aiming at during his administration, that the prosperity which will come to the State will put it in condition to have good roads and good schools and make that progress which will put Virginia in the front rank of the States of the Union.

The facts upon which Governor Mann bases his contentions seem to bear him out in the conclusions reached, and will now be made.

Looking at the facts. It is useless to give the reasons for this condition of affairs; it exists, and it is the duty of statesmanship to remedy the evil; that is, to put the idle land in cultivation by demonstrating its productive capacity, and showing that the prices asked for it make it a most desirable investment.

potatoes, fruit, trucks, grass and cattle.

Let the Plan Become General. Under this plan, which has been carefully considered, the first thing to do is to induce the farmers of the State to adopt improved methods of agriculture, and realizing the difficulty of influencing this most conservative class of the people to give up the methods which they have always used and which came down to them from their fathers, while arguments and figures are used on every possible occasion, the principal reliance is placed upon demonstration work, that is, showing by the actual production of crops all over the State what can be done by improved methods.

Some two or three years ago what is known as adult demonstration work was commenced by the United States Department of Agriculture and is now being carried on in twenty-nine counties of the State, with the result that the average production of corn has been raised from about twenty-four to forty-one bushels to the acre. To appreciate more fully this result it may be well to say that last year the average production of corn in the United States was a little over twenty-five bushels to the acre, while in Illinois it was thirty-three, and in the great corn-raising State of Iowa it was forty-one bushels to the acre, so the average in Virginia, where the improved agricultural methods have been used, has reached that of the best, and if this average shall prevail in Virginia it will increase the crop of corn from between 47,000,000 and 48,000,000 to about 50,000,000 bushels.

But this is not all. The public schools have taken up the work, and last year the average production of these boys was fifty-six bushels to the acre. The boys made fifteen bushels more to the acre than their fathers, because, having no preconceived ideas, they followed directions, will learn the value of the new methods, modified them to their hurt. This year between 1,200 and 1,500 boys are cultivating an acre of land each by the new methods, and remarkable results are in sight. A great many of these boys, all of whom are under eighteen years of age, will make over 100 bushels of corn to the acre. These boys are scattered all over the State, and when a farmer upon whom argument has no effect shall see his boy making four and five times as much crop as he does on the adjoining land, he will want to know the reason and will then adopt the improved methods.

Governor Mann, besides offering a cash prize of \$25 to the boy making the most corn in Northern Virginia, has also offered a prize of \$100 to the boy making over fifty bushels of corn to the acre. When it is remembered that the boy cultivating these crops have to keep an accurate account of expenses, work done, and fertilizers used, the value of the work to the boys and

hardly be over-estimated.

The New Board and Its Work.

At the last session of the Legislature a bill was passed having the full approval of the farmers of the State, establishing a United Agricultural Board, composed of the Commissioner of Agriculture and two members of the State Board of Agriculture, elected by the board; the president of the Virginia Agricultural and Mechanical College and Polytechnic Institute, one member of the board of that institution, and the director of the Virginia Experiment Station, connected with the Virginia A. & M. C. & P. I.; the Governor as chairman of the United Agricultural Board, and J. D. Eggleston, Jr., representing the State Board

of Education, and Dr. S. A. Knapp, agent in charge of the demonstration work of the United States Department of Agriculture, and T. O. Sandy, of Burkeville, his assistant; the purpose of the bill being to bring all these agencies together and co-ordinate them, so as to prevent duplication of work and to formulate rules and regulations for the control of these agencies which would make them most effective and useful in their several fields of work. To illustrate, the Virginia Agricultural and Mechanical College and Polytechnic Institute, along with the United States Department of Agriculture, will have charge of the adult demonstration work and movable

schools, when established.

The experimental work will be conducted by the director of the several stations; the boys' corn clubs will be under the control of the State Board of Education, and the results of the demonstration work and the experimental work will be carried out to the people by the farmers' institutes, under charge of the Commissioner and Board of Agriculture, and so the work will not only be done but knowledge of it will be brought home to the farmers, many of whom will have seen the demonstration work and made more eager for information as to the new methods.

Under this bill the boards of supervisors of the several counties of the State have power to appropriate to the work of the United Agricultural Board work of each 1,000 of inhabitants, which amount will be doubled by the United Board and the money so appropriated by the counties will remain in the hands of the treasurer of the county until it and a like sum contributed by the United Board shall be spent in demonstration work in the county making the appropriation.

Let it be understood that the Governor is not trying to do this work alone, but is relying for help and advice upon the farmers' institutes and agencies engaged. He highly appreciates the work which has been done by the United States Department of Agriculture, under the direction of Dr. S. A. Knapp and T. O. Sandy, and expresses satisfaction at the evidence of hearty co-operation which are being given by the commissioner and Board of Agriculture, the Virginia A. & M. C. & P. I., the State Superintendent and division superintendents of public schools. He is also deeply impressed with the thoroughness and value of the work which is being done by some of the cities of the Commonwealth, and earnestly desires that all of them, through the extension stations and the State Superintendents of Commerce, Boards of Trade and other agencies, and through their newspapers, will fall into line and devote their energies to the building of the country. He wishes to see a condition of prosperity which the country will be glad to share and must share with its city friends. One of the most gratifying facts in connection with the progress now being made throughout the State is the feeling which exists between the city and country, and which is daily becoming stronger because of the willingness with which the improvement of the farming interests of the State.

In this article a general statement of the plans and purposes of those engaged in pressing forward the great agricultural interests of the State has been given, and next week it is hoped to give in detail the methods by which the lands of Virginia are to be improved and specific directions for the preparation of the soil and the cultivation of the different crops, and having traveled much over the State and become somewhat familiar with conditions, I venture to predict that if the people of Virginia will stand up in a movement and press it forward, a condition of prosperity will result of which we can only dream to-day.

Railroads.

Richmond and Petersburg Electric Railway
Cars leave Manchester, Henric and York Streets, for Petersburg:
7:15 A. M., 10:15 A. M., 1:15 P. M., 4:15 P. M., 7:15 P. M.
Cars leave Petersburg, for Manchester, Henric and York Streets:
7:15 A. M., 10:15 A. M., 1:15 P. M., 4:15 P. M., 7:15 P. M.
*Limited, except Sundays and holidays.
All cars from Petersburg connect with cars for Richmond.

Statement Prepared by State Corporation Commission, Banking Division Showing Financial Condition of 249 State Banks in Virginia at Close of Business June 30, 1910

RESOURCES.	
Loans and discounts	\$54,043,334 75
Overdrafts	131,818 54
Bonds, securities, etc., owned, including premiums	5,234,014 46
Banking houses	1,907,808 41
Other real estate owned	510,080 03
Furniture and fixtures	545,570 17
Exchanges and checks for next day's clearing	546,129 49
Other cash items	227,080 73
Due from national banks	5,975,226 90
Due from State banks, private bankers and trust companies	1,738,512 97
Paper currency	1,904,507 00
Fractional paper currency, nickels and cents	55,223 08
Gold coin	376,801 97
Silver coin	200,190 16
All other items of resource	188,074 78
Total resources	\$73,802,230 40
LIABILITIES.	
Capital stock paid in	\$11,821,368 04
Surplus fund	5,076,782 03
Undivided profits, less interest, taxes and expenses	2,241,797 33
Dividends unpaid	150,018 10
Individual deposits subject to check	\$24,403,940 37
Savings deposits	14,024,230 50
Demand certificates of deposit	2,322,280 59
Time certificates of deposit	7,507,153 07
Certified checks	109,916 00
Cashiers' checks outstanding	121,484 72
Total liabilities	\$73,802,230 40

REPORTS SHOW GAIN IN RESOURCES.

The returns from the State banks in Virginia show a larger aggregate of resources and liabilities than has been shown by any previous report since the State began a compilation of these reports about three years ago. The reports of June 30, 1910, show the following comparison with the reports of June 23, 1909:

Loans and discounts increased	\$4,934,800 86
Overdrafts decreased	9,631 94
Cash actually on hand increased	118,166 68
Capital stock increased	463,864 58
Surplus and profits increased	147,418 24
Total deposits increased	3,502,387 01
Savings deposits increased	\$20,735 14
The reports of June 30, 1910, show the following comparison with the reports of March 20, 1910:	
Loans and discounts increased	\$78,350 65
Overdrafts decreased	26,471 30
Cash actually on hand decreased	81,532 49
Capital stock increased	98,200 50
Surplus and profits decreased	26,108 58
Total deposits increased	1,010,202 00
Savings deposits increased	307,152 18

Railroads.

"Short Vacation Trips"

BY RAIL AND WATER.
Illustrated Booklets.
Richmond Transfer Co.,
809 East Main Street.
Murphy's Hotel. Jefferson Hotel.

Chesapeake & Ohio Railway
Daily-Express trains to Old Point, 4:00 P. M. (Newport News and Norfolk).
Daily-Local to Newport News, 5:00 P. M.
Daily-Local to Old Point, 5:00 P. M.
Daily-Local to Norfolk, 5:00 P. M.
Daily-Local to Chesapeake, 5:00 P. M.
Daily-Local to Hinton, 5:00 P. M.
Daily-Local to Norfolk, 5:00 P. M.
Daily-Local to Chesapeake, 5:00 P. M.
Daily-Local to Hinton, 5:00 P. M.

Atlantic Coast Line
EFFECTIVE JUNE 15, 1910.
TRAINS LEAVE RICHMOND DAILY:
For Norfolk and Portsmouth: 6:15 A. M., 10:15 A. M., 2:15 P. M., 6:15 P. M.
For Norfolk and Portsmouth: 6:15 A. M., 10:15 A. M., 2:15 P. M., 6:15 P. M.
For Norfolk and Portsmouth: 6:15 A. M., 10:15 A. M., 2:15 P. M., 6:15 P. M.

Southern Railway.
TRAINS LEAVE RICHMOND.
N. B.—Following schedule figures published as information and not guaranteed.
Richmond and Petersburg Electric Railway.
Richmond and Petersburg Electric Railway.
Richmond and Petersburg Electric Railway.

Railroads.

Richmond, Fredericksburg & Potomac R. R.

TO AND FROM WASHINGTON AND BEYOND.

Leave Richmond: 4:50 A. M., 7:30 A. M., 11:30 A. M., 1:30 P. M., 3:30 P. M., 5:30 P. M., 7:30 P. M., 9:30 P. M.
Arrive Richmond: 4:50 A. M., 7:30 A. M., 11:30 A. M., 1:30 P. M., 3:30 P. M., 5:30 P. M., 7:30 P. M., 9:30 P. M.

Norfolk and Western Railway
ONLY ALL RAIL LINE TO NORFOLK.
Schedule in Effect June 15, 1910.
Leave Richmond: 4:50 A. M., 7:30 A. M., 11:30 A. M., 1:30 P. M., 3:30 P. M., 5:30 P. M., 7:30 P. M., 9:30 P. M.
Arrive Richmond: 4:50 A. M., 7:30 A. M., 11:30 A. M., 1:30 P. M., 3:30 P. M., 5:30 P. M., 7:30 P. M., 9:30 P. M.

Baltimore Steam Packet Co.
Equipped with wireless telegraphy.
TO BALTIMORE AND THE GULF VIA NORFOLK AND OLD POINT.
Leave Richmond: 4:50 A. M., 7:30 A. M., 11:30 A. M., 1:30 P. M., 3:30 P. M., 5:30 P. M., 7:30 P. M., 9:30 P. M.
Arrive Richmond: 4:50 A. M., 7:30 A. M., 11:30 A. M., 1:30 P. M., 3:30 P. M., 5:30 P. M., 7:30 P. M., 9:30 P. M.

OLD DOMINION LINE
FOR NORFOLK AND NEW YORK.
Leave Richmond: 4:50 A. M., 7:30 A. M., 11:30 A. M., 1:30 P. M., 3:30 P. M., 5:30 P. M., 7:30 P. M., 9:30 P. M.
Arrive Richmond: 4:50 A. M., 7:30 A. M., 11:30 A. M., 1:30 P. M., 3:30 P. M., 5:30 P. M., 7:30 P. M., 9:30 P. M.

America
TRAVEL WITHOUT CARE OR TROUBLE.
ASK MR. BOWMAN.
MAD. 5154.

Merchants and Miners Transportation Co.
No. 10 to Boston, Mass., and Providence, R. I.
Steamers leave Norfolk for Boston, Mass., and Providence, R. I., every Tuesday, Thursday, and Saturday.
Leave Norfolk: 4:50 A. M., 7:30 A. M., 11:30 A. M., 1:30 P. M., 3:30 P. M., 5:30 P. M., 7:30 P. M., 9:30 P. M.
Arrive Norfolk: 4:50 A. M., 7:30 A. M., 11:30 A. M., 1:30 P. M., 3:30 P. M., 5:30 P. M., 7:30 P. M., 9:30 P. M.